

REMARKS

Careful consideration has been given by the applicants to the Examiner's comments and rejection of the claims, as set forth and detailed in the outstanding Office Action, and favorable reconsideration and allowance of the application, as amended, is earnestly solicited.

Applicants note the Examiner's reiteration of the rejection of Claims 1, 4, 9-10, 12, 19, 22, 28 and 30 under 35 U.S.C. §103(a), as being unpatentable over previously cited Zamojdo, et al., in view of Breed et al. and Widl, as extensively detailed in the Office Action.

Furthermore, applicants also note the rejection of Claims 13-16, 27 and 31-34 as being unpatentable over the prior art, as previously applied to Claims 1 and 19, further in view of Walker, et al., as also extensively detailed in the Office Action, and the rejection of Claims 17, 18, 35 and 36, as being unpatentable over the art applied to Claims 13 and 31, consisting of . Zamojdo, et al., Breed, et al., Walker, et al. and Widl.

However, upon careful consideration of the art, and as also previously argued, the prior art does not describe the inventive system and method irrespective as to whether the prior art publications are considered singly or in combination.

However, in order to more clearly emphasize the patentable distinctions over the art, applicants have cancelled Claims 17 and 18 without prejudice and incorporated the limitations thereof into Claim 1; and wherein Claims 35 and 36 have also been cancelled and incorporated into independent method Claim 19.

In essence, the claims are now clearly directed to the provision of a control unit being installed on either the steering wheel of a vehicle or the pilot controls of an aircraft in which the control device consists of a mouse. This enables the driver or the pilot to maintain his viewing capability directed forwardly through the windshield or the window, as required, and thereby exercise complete safe control over the vehicle, while concurrently being in a position to view the information being projected onto the windshield or window.

This type of structure and method enables the driver or the pilot to point at the object so as to be able to recognize the object and the direction is suggested using the global positioning system in the vehicle or aircraft and the map location of the object.

In that connection, applicants refer to Figure 5, Block 152 in the related description and wherein the description of Figure 1, Item 44, discusses the use of a control device in the form of a mouse which is mounted on either the steering wheel or in the event of an aircraft on the pilot control.

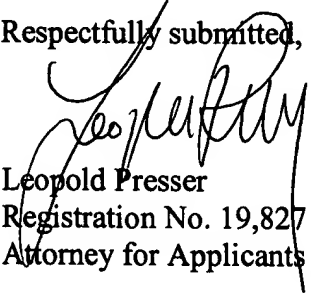
In essence also, the description with regard to that prior to Figure 3 relates to a driver pointing to the object utilizing the mouse, and whereas the interface 155 enables the driver or pilot to focus on the object in which he is interested, and wherein this has now been incorporated into the claims.

In this connection, applicants note that the Examiner clearly indicates that this particular important structure is lacking from the prior art, and represents a significant advance forward in being able to maintain the control and exercising the method of implementing the safe navigational control over an automotive vehicle or aircraft.

Although either Zamojdo, et al., Breed, et al., Widl or Walker, et al. describe individual aspects and facts, some of which are clearly of a nature which have nothing to do with each other, and even if combined, would not lead to the inventive concept, the hereby presented and amended more specific claims clearly and unambiguously distinguish over the art by providing the unique control means, such as the mouse, on either the steering wheel of the automotive vehicle or on the pilot controls of an aircraft, so as to enable a driver or pilot to exercise visual control without having to deviate from his viewing field directed forwardly, which would adversely effect the degree of safety of operating the vehicle or aircraft.

It remained for the present applicants to derive the unique combination of integers to be able to realize the unique navigational system and method, which is not at all disclosed nor suggested in any of the prior art, and in view of which applicants respectfully request that the Examiner reconsider the rejection of the claims and issue the Notice of Allowance in due course. However, in the event that the Examiner has any queries concerning the instantly submitted Amendment, applicants' attorney respectfully requests that he be accorded the courtesy of possibly a telephone conference to discuss any matters in need of attention.

Respectfully submitted,


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